

NOTES

ALL DIMENSIONS ARE IN MILLIMETERS UNLESS OTHERWISE NOTED.

ALL ELEVATIONS ARE IN METERS.

ASSUMED LIVE LOAD = MS 18 OR ALTERNATE LOADING.

FOR OTHER DESIGN DATA AND GENERAL NOTES. SEE SHEET SNSM.

FOR EROSION CONTROL MEASURES SEE EROSION CONTROL PLANS.

THIS BRIDGE HAS BEEN DESIGNED BY THE STRENGTH DESIGN METHOD AS SPECIFIED IN AASHTO STANDARD SPECIFICATIONS.

ALL STRUCTURAL STEEL SHALL BE AASHTO M270 GRADE 345W AND PAINTED IN ACCORDANCE WITH SYSTEM 4 OF ARTICLE 442-7 OF THE STANDARD SPECIFICATIONS UNLESS OTHERWISE NOTED ON THE PLANS.

THIS BRIDGE HAS BEEN DESIGNED IN ACCORDANCE WITH THE REQUIREMENTS OF THE STANDARD SPECIFICATIONS FOR SEISMIC DESIGN OF HIGHWAY BRIDGES FOR SEISMIC PERFORMANCE CATEGORY A.

THE CONTRACTOR SHALL PROVIDE INDEPENDENT ASSURANCE SAMPLES OF REINFORCING STEEL AS FOLLOWS: FOR PROJECTS REQUIRING UP TO 360,000 kg OF REINFORCING STEEL, ONE 760mm SAMPLE OF EACH SIZE BAR USED, AND FOR PROJECTS REQUIRING OVER 360,000 kg OF REINFORCING STEEL, TWO 760mm SAMPLES OF EACH SIZE BAR USED. THE BARS FROM WHICH THE SAMPLES ARE TAKEN MUST THEN BE SPLICED WITH REPLACEMENT BARS OF THE SIZE AND LENGTH OF THE SAMPLE. PLUS A MINIMUM LAP SPLICE OF THIRTY BAR DIAMETERS.

A TEMPORARY RAILROAD GRADE CROSSING WILL BE ALLOWED AND THE RAILROAD'S COST IS INCLUDED IN THE RAILROAD FORCE ACCOUNT. THE LOCATION OF THE CROSSING SHALL BE APPROVED BY THE RAILROAD. SEE RAILROAD SPECIAL PROVISIONS.

THIS STRUCTURE HAS BEEN DESIGNED IN ACCORDANCE WITH HEC 18. "EVALUATING SCOUR AT BRIDGES". NOVEMBER. 1995.

THE SCOUR CRITICAL ELEVATION FOR BENT 3 IS 208.000. THIS ELEVATION IS FOR USE BY MAINTENANCE FORCES TO MONITOR POSSIBLE SCOUR PROBLEMS DURING THE LIFE OF THE STRUCTURE.

THE DRILLED PIERS AT BENTS 1.2 AND 3 HAVE BEEN DESIGNED FOR SKIN FRICTION AND TIP BEARING. THE REQUIRED TIP BEARING CAPACITY IS 1660 KPA.

THE REQUIRED TIP BEARING CAPACITY AT BENTS 1. 2 AND 3 SHALL BE VERIFIED.

SPT TESTING IS NOT REQUIRED TO DETERMINE THE TIP BEARING CAPACITY OF THE DRILLED PIERS AT BENTS 1 AND 2.

SPT TESTING IS REQUIRED TO DETERMINE THE TIP BEARING CAPACITY OF THE DRILLED PIERS AT BENT 3. SEE DRILLED PIERS SPECIAL PROVISION.

DRILLED PIERS AT BENT 1 SHALL EXTEND TO AN ELEVATION NO HIGHER THAN 219.500 (LEFT) AND 216.500 (RIGHT) AND SATISFY THE REQUIRED TIP BEARING CAPACITY.

DRILLED PIERS AT BENT 2 SHALL EXTEND TO AN ELEVATION NO HIGHER THAN 213.000 AND SATISFY THE REQUIRED TIP BEARING CAPACITY.

DRILLED PIERS AT BENT 3 SHALL EXTEND TO AN ELEVATION NO HIGHER THAN 204.500 AND SATISFY THE REQUIRED TIP BEARING CAPACITY.

THE DRILLED PIERS FOR BENTS 1, 2 AND 3 HAVE BEEN DESIGNED FOR AN APPLIED LOAD OF 2350 kN, 2550 kN AND 2900 kN RESPECTIVELY EACH AT THE TOP OF THE COLUMN.

FOR DRILLED PIERS. SEE SPECIAL PROVISIONS.

SEE SHEET 4 OF 5 FOR ADDITIONAL NOTES.

PROJECT NO. R-2206B LINCOLN COUNTY

STATION: 123+38.105 -L-14+35.584 -Y8-

SHEET 3 OF 5

STR. #1

CEESSION

202II

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SEAL

DEPARTMENT OF TRANSPORTATION RALEIGH

GENERAL DRAWING

STATE OF NORTH CAROLINA

FOR BRIDGE ON NC 16 BYPASS SOUTHBOUND OVER CSX RAILROAD & FORNEY CREEK BETWEEN NC 73 & SR 1380

(LEFT LANE) **REVISIONS** NO. BY: DATE: BY: DATE:

SHEET NO. S-3 TOTAL SHEETS

DRAWN BY : W.R. BRILEY DATE: 4-17-01 DATE: 6-8-01 CHECKED BY . E.G. ALLEN